

Attendance of the July 30, 2003 GMAC Meeting
(based on sign-in sheet)

Name	Agency
Alameddine, Sam	Caltrans District 7
Baldwin, Hon. Harry	City of San Gabriel
Bok, Susan	LADOT
Caldwell, Don	Union Pacific Railroad
Calix, Robert	LACMTA
Carpenter, Jeff	City of LA Community Redevelopment Agency
Cartwright, Kerry	Port of Long Beach
Catz, Sarah	Golden State Gateway Coalition
Cham, Michael	Port of Los Angeles
Cheng, Luke	LACMTA
Daniels, Hon. Gene	City of Paramount
DiCamillo, LaDonna	BNSF Railway
Dolan, Christine	OCTA
Green, Gary	Caltrans District 8
Guss, Ron	California Trucking Association
Hicks, Gill	Gill V. Hicks and Associates
Kopulsky, Dan	Caltrans District 8
Kumar, Vin	Caltrans District 7
LaCasse, Todd	Caltrans Office of Goods Movement
LaFazia, Corinne	California Trucking Association
Lee, Francis	Caltrans District 7 Corridor Studies
Lopez, Ernest	SCAQMD
Pearson, Fred	Parsons Brinckerhoff
Randolph, Stan	Caltrans
Rodriguez, Dilara	Caltrans
Roy, Girish	ACE Construction Authority
San Agustin, Liberty	Caltrans District 7 Corridor Studies
Smith, Michelle	LACMTA
Smith, Steve	SANBAG
Stringfield, Jo	Caltrans District 8
Taira, Linda	Caltrans District 7
Weiss, Judy	Don Breazeale and Associates
White, Nancy	California Highway Patrol
Wiggins, Stephanie	RCTC
Wilson, A. J.	Pomona Valley Educational Foundation

SCAG Staff

Griffin, Mark

Havens, Alan
Macias, Rich
Wong, Philbert

**GOODS MOVEMENT ADVISORY COMMITTEE MEETING MINUTES
WEDNESDAY, JULY 30, 2003**

1.0 CALL TO ORDER

Councilmember Gene Daniels, City of Paramount, called the meeting to order. A list of those in attendance is included in the minutes.

2.0 PUBLIC COMMENT PERIOD

There were no public comments.

3.0 CONCENT CALENDAR

Approval Items

3.1.1 Approval of the June 18, 2003 Minutes

Action: Mr. Steve Smith, SANBAG, recommended a revision to the minutes in the discussion on toll truckways. Motion to approve the minutes with the revisions was accepted and seconded with no objections.

4.0 INFORMATION ITEMS

4.1 US-101 Freeway Corridor Update

Ms. Linda Taira, Caltrans, presented this item. This study began in July 2001 and is a multi-modal corridor analysis extending along the US-101 from the I-110 in downtown Los Angeles to the SR-23 in Ventura County. Though the study was cancelled due to concerns by property owners along the corridor, as well as state budget issues, it may be revived due to the importance of the 101 corridor and the need to achieve air quality conformity. The study analyzed five alternatives, which were: No build, TDM (such as bus and rail service), one HOV in each direction, two HOV in each direction, and an elevated structure which would include a rail line and an HOV lane. These alternatives may be revisited if the study is revived.

4.2 RTP Workshop Recap

This item was presented as a review of information originally presented at the RTP workshop July 24, 2003. The workshop covered four areas:

challenges facing the region, transportation finance, RTP investment framework, and land use integration. In terms of scheduling, the draft RTP is scheduled to be released in October, and the draft EIR is scheduled to be released in December. Adoption of the 2004 RTP is scheduled for April, 2004.

The SCAG region is facing a number of challenges. For example, the region's population is expected to grow by 6 million by 2030. Also, per capita income is declining, congestion is increasing, and air quality conformity is getting harder to achieve.

In developing the RTP financial plan, SCAG first examined baseline revenues and committed costs. Three scenarios were developed in determining RTP revenues, with the low scenario, totaling \$119.8 billion over the plan period, being used. Committed costs have been determined to total \$117.51 billion, with operation and maintenance costs accounting for 67% of these costs. The balance between revenue and costs is \$2.3 billion.

The proposed funding strategy for the 2004 RTP consists of three parts. First, pursue revenue-backed regional projects, e.g., truck lanes MagLev, and freight rail improvements. Second, consider the feasibility of HOT lanes for outer ring projects. Finally, review methods of collecting revenues from alternative fuel vehicles. These strategies, along with a continuation of local sales taxes, can potentially generate \$74.7 billion over the plan period (2002-2030).

The RTP investment framework consists of four main strategies, which are: System Management, Demand Management, Strategic System Expansion, and Integrating Land Use and Transportation. First, system management includes system maintenance, highway productivity, and HOV utilization tools, such as auxiliary lanes, ramp metering, signal management, and traveler information. Second is demand management, which can include carpools, vanpools, and telecommuting. Third is strategic system expansion, which is expansion and improvement of our transportation infrastructure. This includes highways, transit, rail lines, airports, airport ground access, and Maglev.

4.3 2030 Truckways Sensitivity Runs

Following on the modeling request from the GMAC, staff has requested modeling to model three scenarios, which are: 1) 2030 Tier 2 with the Truck Lanes with no restrictions and no toll costs; 2) 2030 Tier 2 with the Truck Lanes with toll costs on the truck lanes of 0.54 cents/mile with trucks required to use the truck lanes (corrected 8/27/03 to 0.56

cents/mile) in current dollars; and 3) Same as Case 2 except for the following:

- No trucks allowed on the mixed flow portions of the Truck Lane Corridor (i.e., I-710, SR-60, I-15).
- Charge tolls of \$1.62/mile (corrected 8/27/03 to \$1.68 per mile) on all other freeways (mixed flow lanes only).

4.4 West Coast Corridor Coalition Innovative Finance Workshop August 7, 2003

Ms. Sarah Catz presented this item. The West Coast Corridor Coalition will be organizing a series of summer roundtables dealing with freight transportation issues. The first roundtable, held in Portland, Oregon, dealt with goods movement projects and programs throughout the West Coast. The second, which will be held at SCAG on August 7, will discuss innovative finance in relation to goods movement. Topics of discussion include value pricing, tax-credit bonds, and tolls. Future roundtables will be held on August 19 in Oakland, August 29 in Seattle, as well as workshops in San Diego (ITS, border issues) and Stockton (Issues facing the central valley) in September (dates TBD).

5.0 **COMMENT PERIOD**

Mr. John DeChesire, Principal, West Coast Logistics Consulting would like to communicate with staff regarding available data on traffic volumes and speeds on the region's freeways.

6.0 **NEXT MEETING**

The next regular GMAC meeting will be:
Wednesday, September 17, 2003
9:30am-11:00am
SCAG Offices, San Bernardino Conference Rooms A&B

7.0 **ADJOURNMENT**

The meeting was adjourned at 11:00am.